



संख्या/ No. SFY/ Safety Alert

दिनांक/ Dated: 13.04.2020

Safety Alert No: 4 / 2020

विषय Sub: Running of Single Vehicle Trains for Transporting Men and Material.

Trains with single coach are being formed and moved to transport the Men and Material for managing the requirements at various activity centers, viz. work sites, stations and divisional headquarters during the COVID-19 Lockdown period, when all passengers train movement are stopped. In this regard, the provisions available in the G&SR about the formation of trains and their running are reiterated for the understanding and adoption by all concerned.

1. No train shall be allowed to enter a block section, unless one or more brake-vans or hand braked vehicles are attached to it, except in emergency or as provided for under special instructions. {Ref: GR 4.23 (1)}.
2. This rule does not apply to Railcars, Light Engine or Light Engine Coupled together. {Ref: GR 4.23 (2)}.
3. An inspection carriage or a Crew Rest Van coupled in rear of an Engine may be dispatched from a station without a Brake-Van in rear, provided that such vehicles are equipped with active air brake apparatus and provided that the last vehicle indicator as prescribed in GR 4.16 and Subsidiary Rules thereto is provided at the tail end of the rear most vehicle (Ref: SR 4.23.01).
4. In an emergency or under special instructions issued in each case or in sections specially notified in advance, if it becomes necessary to run a train without a brake-van, it shall be ensured that the train is provided with continuous and effective air pressure from engine to the rearmost vehicle. The SSE/SE/JE(C&W) must mention the number and description of the rearmost vehicle in the BPC (Mech/V5) issued for such Train. (Ref: SR 4.23.02).
- 4.1 In addition the following procedure shall be observed: (Ref: SR 4.23.02 (a) – (i)).
 - (i) The Guard of the train shall relay the last vehicle number from the originating station of such train on the telephone to the Section Controller and in writing to the Station Master of the originating station.

- (ii) Guard shall fix the Last vehicle Indicator as per SR 4.16.01(a) at the tail end of the rearmost vehicle.
- (iii) Station Masters shall repeat the Last Vehicle number of such train in the Line clear enquiry and reply messages.
- (iv) The Station Master on duty as well as the person in charge of the Cabins, where provided, shall ensure that the train is provided with last vehicle Indicator before closing of the block section in rear and before signaling "Train Entering Block Section" to the block station in advance.
- (v) When a train is running without a brake van in rear but fitted with L.V. Indicator in the rear end of the rear most vehicle, the Train shall pass through the station during night, thick foggy or tempestuous weather provided the last vehicle Indicator is clearly visible.
- (vi) If the Station Master is unable to see the last vehicle indicator of a through passing train running without brake van during night, thick foggy or tempestuous weather, he shall at once inform the Station Master of the block station in advance to stop and examine the train. Until the train out of section report is received from such a block station in advance, the station master of the block station at which the train has run through shall not signal "Train out of section" to the block station in rear.
- (vii) Before reporting the arrival/ departure particulars to the Section Controller, the Station Master must ensure that the train is provided with Last Vehicle Indicator at the rear and of the train.
- (viii) The Section Controller shall keep a record in his train control chart about the last vehicle number of the train running without brake van and fitted with last vehicle Indicator repeated by the Guard/ Station Master at the Originating station as per SR 4.23.02 (a). If for any reason the Last vehicle Indicator could not be seen at any station and on getting the information from the Station Master of such a station, the Section Controller shall immediately advice the Station Master in rear of such station not to give or take line clear for any train to move over the same block section and shall initiate action to stop running of trains over the adjacent line/ lines.

The Section Controller shall at once advice the Station Master immediately in advance of such station at which the discrepancy is detected, to stop the train and examine the correctness of the last vehicle number and indicator.

- (ix) The Guard shall travel on the engine. All other rules as may be applicable to him shall devolve on him except General Rule 4.46, 4.47 and 6.08 (1) (b) with subsidiary rules thereto and SR 4.42.01 (a).
5. In Automatic Block System, or in case of Intermediate Block Signaling, a second train shall not be allowed to leave the same Block Station unless the previous train which

has been allowed to leave without a brake-van arrives at the next Block Station complete except in case of an accident or failure of the train (Ref: SR 4.23.02 Note).

6. Guards when working trains on double line/ multiple line, shall observe the last vehicle indicator of passing trains and report at the next station if it is not visible (Ref: SR 4.16.03)..

Note:

These instructions are compiled and reiterated in conformity with the provisions of G&SR & manuals and cannot in any way supersede them. In case of any conflict, the provision of G&SR and manuals will prevail. For detail refer GR 4.23, GR 4.16, GR 4.17 and SR thereto).



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प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही के लिए.

1. Secretary to GM for kind information of GM
2. Secretary to AGM for kind information of AGM
3. PCE, PCEE, PCME, PCOM/ GRC ✓
4. DRM/ ADA, CKP, KGP, RNC
5. Sr. DOM/ ADA, CKP, KGP, RNC
6. Sr.DSO/ ADA, CKP, KGP, RNC